

REMARKS/ARGUMENTS

The claims are 5-8, 10, and 15.

Claims 5 and 15 have been amended to better define the invention. Claims 2-4, 9, 12 and 14 have been canceled. In addition, claims 5 and 10 have been amended to depend on claim 15.

FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c added by Applicants' Amendment filed May 17, 2007 and the corresponding amendments to the specification have been canceled. FIG. 1b has been amended to designate the plurality of "assembly units" as recited in claim 15 with the reference numerals 20 and 3, respectively. FIGS. 2b and 3b have been amended to designate the "conveying mechanism for overhead conveyance of a motor vehicle" with the reference numeral 3. FIG. 4 has been amended to show the "assembly hall" which has been designated with the reference numeral 22. FIG. 5b has been amended and to show wheel hub 15 and to designate the load unit with the reference numeral 10 in accordance with the embodiment described in claim 8. New FIGS. 5c and 5d have been added, similar to FIGS. 5a and 5b, to show the embodiments described in claim 7 and claim 6 respectively, with reference numeral 16

representing a wheel rim and reference numeral 17 representing a tire. The specification has been amended in view of the amended FIGS. 1b, 2b, 3b, 4, and 5b, and new FIGS. 5c and 5d.

Support may be found, inter alia, in the original claims and drawings. Reconsideration is expressly requested.

The Examiner refused to enter the new FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c and the accompanying description in the disclosure added in Applicants' Amendment filed May 17, 2007 because in the Examiner's view such additional figures and description contained too much detail, and therefore constituted new matter unsupported by the original disclosure as filed. In the Examiner's view, only block diagrams or very simple schematics would be accepted without constituting new matter.

Without conceding the propriety of the Examiner's rejection, and in order to expedite prosecution of this case, Applicants have canceled FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c and the accompanying description in the disclosure added in Applicants' May 17, 2007 Amendment thereby obviating the Examiner's objection on this basis.

The drawings were also objected to under 37 C.F.R. §1.83(a) as failing to show the following features recited in the claims:

Claims 14 and 15: The plurality of "assembly units";

Claim 2: The "coupling means" and the "supply lines";

Claim 4: The "final assembly section";

Claim 6-8: Each of the different embodiments wherein the motor-driven elements act on the "tires", the "wheel rims", and on the "wheel hubs";

Claim 9: The "means for automatically performing acceleration and braking operations";

Claim 15: The "assembly hall" and the "conveying mechanism for overhead conveyance of the motor vehicle following assembly out of an assembly hall";

Claim 12: The "rework station"; and

Claim 14: The "vehicle test rig in which the motor vehicle is suspended".

Again, without conceding the propriety of the Examiner's rejection and in order to expedite prosecution of this case, Applicants have canceled claims 2, 4, 9, 12, and 14, thereby obviating the Examiner's objection to the drawings with respect to these claims. With respect to the remaining claims, Applicants have amended FIGS. 1b, 2b, 3b, and 4 to show the "assembly units", the "assembly hall" and the "conveying mechanism" as recited in claim 15, have amended FIG. 5b to show the "wheel hub" recited in claim 8, and have added new FIGS. 5c and 5d depicting the embodiment described in claims 7 and 6 respectively, with 16 representing a wheel rim and 17 representing a tire. The specification has also been amended in view of the new and amended drawing figures. It is respectfully submitted that the foregoing amendments overcome the Examiner's objection to the drawings under 37 CFR 1.83(a), and Applicants' respectfully request that the objections on that basis be withdrawn.

The Specification was also objected to as adding a reference element "21" to refer to an overhead conveyance system. In response, Applicants have amended the specification to change the reference numeral 21 to the reference numeral --3-- as was previously used to designate the conveying mechanisms.

Claims 2-10, 12, and 14-15 were rejected under 35 U.S.C. §112, first paragraph, as failing to comply with the written description requirement. With respect to claims 14 and 15, the Examiner objected to the term "a plurality of conveying mechanisms for assembling a motor vehicle", because in the Examiner's view, the Specification does not teach that any of the conveying mechanisms 3 are used to perform any "assembly" operations of the vehicle. With respect to claims 5-8, the Examiner stated that the Specification, as originally filed, does not support or explicitly teach that an ABS test rig is an "anti-lock brake system" test rig because in the Examiner's view, ABS could be referring to acrylonitrile butadiene styrene, commonly known as ABS plastic.

It is respectfully submitted that one skilled in the art would have no reason to consider the abbreviation "ABS" to refer to acrylonitrile butadiene styrene as suggested by the Examiner in the context of Applicants' disclosure. In any event, to expedite prosecution of this application, Applicants have canceled claims 2-4, 9, 12 and 14, have amended claim 15 to delete the phrase "for assembling a motor vehicle" and have amended claim 5 to delete reference to an anti-lock breaking

system. It is respectfully submitted that all currently pending claims fully comply with 35 U.S.C. 112, first paragraph, and Applicants respectfully request that the rejection on that basis be withdrawn.

Claims 3 and 5-8 were rejected under 35 U.S.C. §112, second paragraph, as being indefinite, because of the absence of the word "each" after "mechanisms" in line 2 of claim 3. In response, Applicants have canceled claim 3, thereby obviating the Examiner's rejection on this basis.

Claims 14, 2-10 and 12 were rejected under 35 U.S.C. §103(a) as being unpatentable over *EP 1059222 A2* in view of what the Examiner has called "Applicants' admitted prior art" (AAPA). The Examiner has also indicated, however, that claim 15 contains allowable subject matter and would be allowed if rewritten to overcome the rejection under 35 U.S.C. 112, first paragraph, as set forth in the Office Action.

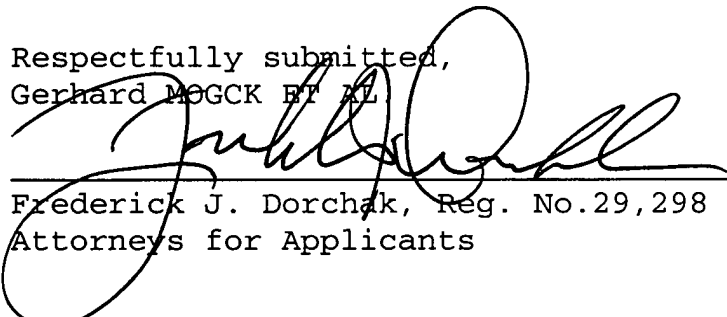
In response, without conceding the propriety of the rejection and in order to expedite this case, Applicants have amended claim 15 to better define the invention, have amended

claims 5 and 10 to depend on claim 15, and have canceled claims 2-4, 9, 12 and 14. Accordingly, it is respectfully submitted that claim 15 as amended together with claims 5-8 and 10, which depend directly or indirectly thereon, are now in condition for allowance.

In summary, claims 2-4, 9, 12 and 14 have been canceled, and claims 5, 10 and 15 have been amended. The specification has been amended, along with FIGS. 1b, 2b, 3b, 4 and 5b, and new FIGS. 5c and 5d have been added. In view of the foregoing, withdrawal of the final action and allowance of this application are respectfully requested.

Respectfully submitted,
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Enclosure: Copy of Petition - 2 month extension of time
 Appendix - 5 replacement sheets;
 and 1 new sheet of drawings

I hereby certify that this correspondence is being deposited with the U.S. Postal Service as first class mail in an envelope addressed to: Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on December 12, 2007.


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